ten to fourteen days. During that period, the holder of the license had to transgress the Motor Vehicles Regulation in that he had to drive without a license. Although it would not be difficult to explain the position to the Travancore Police, it was not so easy to convince the British Police of the situation if trouble arose in their territory during that period The member therefore prayed that some arrangements be made to remove this difficulty at a very early date.

DEWAN'S REPLY: Mr. Wright, I shall ask the Commissioner of Police, in due course, to consider whether he can propose a working arrangement whereby he will immediately be able to issue a license upon an application signed by your General Manager and by a duly qualified mechanical engineer.

29. Renewal of Gun and Motor Licenses by Local Authorties.

MR. R. J. Mc MULLIN (*Member, Central Travancore Planters' Association*) said that the existing method of renewal of licenses both for the possession of firearms and the driving of motor vehicles was not as convenient as it ought to be. The holder of a license had to send it to the headquarters of the head of the department responsible for the issue of the license, situated far away, while there was a local authority who was in close touch with the holders of the licenses and who could very well be entrusted with the duty of renewing the licenses. The local Tahsildar or Magistrate personally knew the license-holders and was more approachable than the officer at headquarters. He was also under the control of the departmental head, so that, if he was entrusted with the duty of renewing the licenses, he would considerably reduce the pressure of work at headquarters, while, at the same time, he could also be very easily checked by the heads of the departments concerned. The member requested that his proposal be given the consideration that it deserved.

DEWAN'S REPLY: Mr. Mc Mullin, I am afraid it will not be possible to entrust the granting of licenses for arms to Tahsildars. It is a matter upon which we have got to exercise a strict control and to be effective it has to be centralised and it cannot be decentralised as that will not ensure consistency.

In regard to other licenses, I am afraid there is no solution for this matter as things stand at present.

30. Suggestions for the licensing of Bullock-carts.

MR. R. J. Mc MULLIN (*Member, Central Travancore Planters' Association*) said that the apparent lack of control over bullock-cart traffic was a source of menace to the increased motor traffic made possible by the excellent condition of roads in the State. Under the rules, motor vehicles should be licensed and their identifying numbers displayed conspicuously. The drivers also should take licenses. Those rules rendered it possible to control the irregularities committed in respect of motor vehicles. The drivers of motor vehicles being educated were more easy of control than the drivers of bullock-carts. The latter were ignorant peasants who were not alive to the sense of risk that they might run by ignoring the rules of the road. No license was necessary for bullock-carts so that any one who could purchase a cart and bullocks could with impunity obstruct the roads and be a source of danger to the public without any fear of being checked. In urging the need, therefore, for licensing bullock-carts, the member said that it was not his desire to suggest any imposition and hardship on the poor owners of the bullock-carts. But the institution of a method of licensing them would cause a more comfortable condition to the users of the roads besides ensuring a control over them and inculcating in them the necessity for the observance of the rules of the road intended for the safety of the road passengers.

Another advantage of the institution of the system of licensing bullock-carts was that the revenue derived thereby, though not excessive, might be utilised for the maintenance of the roads. That revenue might also help towards the reduction of the many tolls which hampered motor traffic. The cart owners themselves would be benefited in that the license fee levied from them was not likely to approach the amount of tolls levied.

While on the subject of tolls, the member referred to the movement that was already afoot in British India for doing away with the tolls and instituting a Road Fund instead, at least, so far as motor vehicles were concerned; and he suggested that it would set to the rest of India a most progressive and up-to-date example, if Travancore took the lead in that enlightened policy.

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